

BY AUTHORITY.



HAWAIIAN GAZETTE

AN INDEPENDENT JOURNAL,
DEVOTED TO HAWAIIAN PROGRESS.

PUBLISHED AND EDITED BY

HENRY M. WHITNEY.

WEDNESDAY, AUGUST 25.

Audience at Royal Palace.

On Friday the 25th inst., His Majesty received at Royal Palace at 12 noon, Major James H. Wadehouse, H. R. M.'s Commissioner and Compt. General, who presented to His Majesty Rear Admiral Arthur A. Conradi, U. S.

Rear Admiral Conradi then presented to His Majesty, Acting Captain F. V.ander Meulen, H. E. M. Ship Repairs; Commander W. E. Cooke, H. E. M. Ship Repairs; Captain Francis Dromane, Acting Commander H. E. M. Ship Repairs; Harry T. Greenfield, First Lieutenant H. E. M. Ship Repairs; Wm. Haggard, First Surgeon H. E. M. Ship Repairs; Rev. George M. Sturtevant, Acting Chaplain H. E. M. Ship Repairs; Edward W. H. Morrison, Paymaster H. E. M. Ship Repairs; Lieut. Lamont L. Lewis, H. E. M. Ship Repairs; Lieut. Leonard Baker, H. E. M. Ship Repairs; James A. Collier Surgeon, H. E. M. Ship Repairs; Lieutenant W. H. Hendren, H. E. M. Ship Repairs; Lt. C. Sparks, Sub-Lieutenant, H. E. M. Ship Repairs; Harold Charlton, Midshipman H. E. M. Ship Repairs; Robert Findlay, Ensign H. E. M. Ship Repairs; H. C. Kingbird, Midshipman H. E. M. Ship Repairs; Robert C. Allen, Captain Royal Marine Artillery H. E. M. Ship Repairs; P. R. Colledge, Lieut. Royal Marines H. E. M. Ship Repairs; The Rev. H. Davies, Reg. H. E. M. Vice Comr.

His Majesty was attended, on this occasion by H. E. H. Charles Kanaka; His Ex. W. L. Green, Minister of Foreign Affairs; His Ex. J. S. Walker, Minister of Finance; His Ex. C. O. Dennis, Governor of Oahu; His Ex. P. Kanoa, Governor of Kauai; Hon. A. S. Cleghorn, Hon. Major E. Boyd, His Majesty's Chamberlain; His. S. G. Wadehouse, Hon. W. Kabae, Hon. J. Moana, Hon. W. P. Wood, Col. E. Hoffman, Col. W. F. Aiken, Col. Charles H. Judd, Major H. Prendergast, and Major George Macfarlane.

It was passed His Majesty the King to appoint Doctor Thomas J. Verney, M. D., to Knight Bachelor of the Royal Order of Kamehameha the First.

Jno. D. DODGE, Secy.

All persons, whether natives or foreigners, living in that part of the city between Punchbowl street and Makaha street, and between Queen street and Queen street, are hereby required to sweep the roads in front of their respective premises and places of business, on the 1st day of September, Aug. 26th, 1872, and the persons will remain the same.

John H. Brown, Agent Board of Health.

As the notice for cleaning the streets seems to be misunderstood by some, all persons are hereby cautioned against making the streets a receptacle for rubbish and dirt, and no cleaning will be another notice, etc., accompanying in justice, must be removed by the occupant thereof.

Honolulu, Aug. 24, 1872.

Agent Board of Health.

The following persons have been committed as Tax Collectors under the provisions of Section 80 of the Civil Code:

DALEY—George H. Lucas.
Waino—John K. Umina.
Waino—J. A. Parker.
Kekoa—Pritchard.
Kekoa—W. C. Lane.
HAWAII—G. W. A. Papel.
Papa—T. E. Edwards.
Kau—W. T. Martin.
North Kona—D. H. Nahan.
North Kona—John Wood.
South Kona—R. F. Kekoa.
Honolulu—C. Williams.
MAUI—Lahaina—J. O. Kawelo.
Waikiki—J. Alois.
Makawao—J. A. Kekoa.
Hana—P. Kanoa.

MOKOHALI & LANA—I. Kepuhi.
KATUA—Kepuhi.
Kepuhi—A. W. White.
Lihue—S. Kamahale.
Aloha—A. S. White.
Nihon—Kaho Kana.

INDIA—S. WALKER.
Minister of Finance, Aug. 24, 1872.

LICENSES EXPIRING IN AUG., 1872.

RETAIL.—
CART.—4—T. H. Davis, Kamehameha St. Honolulu.
—King St. Honolulu.
—Alcohol, P. Adams, Wahine.
—Flinty March, King St. Honolulu.
—W. Petrie, Queen St. Honolulu.

MATT.—1—Kekoa, Kona.
—Kekoa, Kona.
—2—Tuckers, Wahine.
—Mr. Horatio, Kona.

HAWAII—1—A. E. Edmon, Kapo, Puna.
—W. T. Martin, Wahine, Kau.
—J. F. Stiles, Pihonua, Hilo.
—W. W. Wright, Kohala.

Wholesale.—
24—A. P. F. Fitch, Queen St. Honolulu.
27—F. Maguire, Queen St. Honolulu.
Retail Spirits.
21—J. S. Lester, Commercial Hotel, Honolulu.

Wholesale Spirits.
2—Chas Long, Merchant St. Honolulu.

Victualling.—
21—A. J. P. Pihonua, Hilo, Hawaii.

BUTCHER.—
11—Akana & Co., Wahine, Mart.
11—Chas Crotchet, Lahaina Mart.
11—Kekoa, Kona, Kona Mart.
11—C. Hartman, Kona, Kona Mart.

11—O. Holt, Wahine, Oahu.
11—John Cox, Wahine, Oahu.

Publ. Show.—
1—Major Knight, Royal Hawaiian Theatre.

Boat.—
21—Lapena, No. 11, Honolulu.

Auction.—
20—H. W. Daniel, Honolulu.

Billiard.—
7—H. I. Ward, Queen St. Honolulu.

23—B. H. Morris, Queen St. Honolulu.

Peddling.—
11—L. Kono.

21—C. Atchison.

Cake Peddling.—
21—J. Kono.

21—Kono Mo.

21—James.

Notice.—

Notice is hereby given that the Hon. A. FRANCIS JEDO, Justice of the Supreme Court, will sit for the hearing of appeals from the several District Courts of the Island of Oahu, as follows:

At Kona Court House, on Thursday the 29th inst., at 11 o'clock A. M.

At Kona Court House, on Tuesday the 1st inst., at 11 o'clock A. M.

At Kahoolawe Court House, on Thursday the 2d of September, 1872, at 11 o'clock A. M.

At Waipahu Court House, on Friday the 3d of September, 1872, at 11 o'clock A. M.

By order of the Court.

Jno. H. BARKER, Dep. Clerk Sup. Court.

Honolulu, Aug. 24, 1872.

Supreme Court—in Probate.

Aug. 12th—Estate of J. Makahalehele, deceased.

Before Mr. Justice Hartie, at Chamber. Petition of Ipuhas for probate of will. Will admitted to probate, and the Court appointed J. Keli Upana and J. Porter Green administrators, with the will annexed, to file a joint bond in the sum of \$10,000. Inventory to be filed in 30 days and notice to creditors to be advertised in the *Konkona* for 4 weeks.

Guardianship of Jalihi, a minor.—Petition for sale of real estate.

Notice of Kona, deceased.—Settlement of accounts. Continued until 20th instant.

2nd.—Estate of Ah Chow, deceased.—Petition of Ah Lono and Ah Ah, otherwise Al Yow, (x) for letters of administration on Ah Chow's estate.

The Court appointed D. K. Pyle administrator, to file a bond in the sum of \$200. Notice to be given to creditors in the *Konkona*. Inventory to be filed in 30 days.

WHAT TOO PLEASE.—In the hearing of an Irish case for an assault and battery, a counsel, while cross-examining one of the witnesses, asked him what they had at the first place they stopped. "Four glasses of ale." "What next?" "Two glasses of whisky." "What next?" "One glass of brandy." "What next?" "A fiddle." "What next?" "A funeral."

made clothing, wagons and carts for the purpose of agricultural or dredge; wood and manufactures of wood, or of wood; and various articles of timber, either logs or boards, or barrels, and various articles made of a combination of wood, cotton, silk or linen, or two or more of them, other than ready-made clothing.

The New Australian Mail Service.

"The Pacific Mail seems to be busy strengthening itself at all points. It has already secured subsidies in excess of that which it lost from our Government by the failure to keep its contract with reference to the semi-monthly line to China. It is to get a considerable sum from the Mexican Government yearly for tonnage at some of its Pacific ports. Now it is announced that the government of New South Wales has agreed to pay it \$300,000 per annum. These are not such subsidies as contracts for service to be performed. Instead of paying so much for each route conveyed, these governments give a round sum per annum. It is tolerably evident that there is a great future before this Company. It is to be managed with skill and economy. There are five more and powerful nations—one of them the most populous in the world, whose trade is in the Pacific it can secure—that is to say China, Japan, Australia, Mexico and the United States. We might also add the Sandwich Islands and make a sixth. Their trade was of very great value. There is evidently a chance here for the building up of a steamship line more colossal than any which is now in operation. The trade which falls to the Cunard Company, or the great French or German lines, is time will be a mere negligible to what the Pacific Mail can obtain if it could only be managed without reference to the bulls and bears of Wall Street."—S. F. Baldwin.

The steamer schedule, so far as it relates to this port, is very unsatisfactory, the vessel for San Francisco leaving usually aday or two before the arrival of that from San Francisco, by which, merchants and others are compelled to wait a month before they can answer correspondence. The reason of this, as we are informed, is that the mails have to leave Sydney and London on the fourteenth day following the departure of the Suez mail, so as to make a semi-monthly conveyance. This brings the boats to this port, as they usually arrive, the Sydney steamer three days ahead of the California steamer. Until we pay a subsidy, we can have no voice in the steamer arrangements, whether they suit our convenience or not. By the chance of having the fastest and the slowest boat in the line meet here this month, the two happened to be in port together for a few hours, an occurrence which may not happen again.

It is quite clear by the news received from Sydney on Monday, that the contractors for the new mail service have the option, with the approval of the colonial governments, to omit Honolulu from their route, if they find it to their interest to do so. The colonies have ratified the contract concluded in London, which is known as "route B," viz.—From San Francisco to Sydney direct, and from New Zealand to San Francisco direct, the mails to New Zealand being transhipped at and forwarded from Kadavu, and the mails from Sydney being forwarded to and transhipped at Kadavu. By route B, not less than five vessels must be provided, each of not less gross registered tonnage than 2000 tons. The service was to be an eleven-knot one for eight years, and is to be performed for the sum of \$200,000." This service must be performed between San Francisco and Sydney, and vice versa, in 618 hours, or 27 days. The Mikado and City of Melbourne have both made it in 28 days, stopping at this port one day. The question now is, whether it can be performed by the new boats in 27 days, when touching at this port; if not, then we shall probably be dropped out. We are pretty sure of having the September and October boats stop here both ways—and what then?

A NEW and uniform rate of international postage on letters, postal cards, newspapers and books went into operation in America and Europe on the 1st of July. Under the new regulations, the following rates prepaid on postal matter mailed in the United States or in any country of Europe, (France only excepted,) carry to its destination: each single letter 5 cents; each postal card 2 cents; and each newspaper under 4 ounces weight 2 cents. Unfortunately our Kingdom is excluded, because we took no precaution to have a representative at the postal convention. In consequence of this neglect we pay 11 cents on each letter to England or other European country. With these necessary provisos, it is safe to say the business of the American and Australian steam line at this port will soon amount to \$200,000 per annum. If any penalties have to be paid for the detentions at this port, they will certainly be more than offset by the receipts of the steamer from stopping here.

Another consideration not to be lost sight of, is the attractiveness of the Islands as a resort for tourists, who would take this route for the privilege of stopping here one or two months, and then going on to the Colonies or to California. The advantage of having a port of call accessible where passengers can spend a few hours ashore, and where fresh fruits, live stock, and other necessities can be obtained, is also an additional one.

Regarding a subsidy, we have always favored giving a small one, because we consider it only just. But our government is not a wealthy one, and its entire income is only a little over four hundred thousand dollars per annum, so that it has to study and practice strict economy. But in comparison to its ability, it is generous in this matter. With a desire to encourage steam enterprises, it gives free coal and storage for coal, free docks, water, wharfage, storage of produce for steamers, and has erected expensive warehouses and piers, solely to accommodate the trans-Pacific steam lines. The use of all these, of course, is freely given at all ports. The present administration appears to have driven that excitable member to the verge of frenzy, and he so denounced and impugned those whom he considered responsible, that the House of Commons was horrified, and scarcely knew what to do with him. This is not to be wondered at, for his remarkable protest, which he laid on the speaker's desk, declares: "I charge the Government with willingly and unwittingly playing into the hands of maritime murderers, inside and outside the House, to secure the continuance of the present murderous system. I desire to unmask the villains who sit in this House as fit representatives of the more numerous but not greater villains outside. I demand that the bill be proceeded with. Failing in this, I lay upon the heads of the Premier and his colleagues the blood of all who perish next winter from preventable causes, and denounce against him and them the wrath of God."

Without explanation it may appear that Mr. Plimsoll made a fool of himself; yet when the facts are stated it will not impossible be admitted that his excitement, however, unorthodox, manifested a rather rare humanity and public spirit.

It has long been a custom of the British merchants and ship owners of a certain class to send their ships to sea after they had consented to be seaworthy, or to render them unworthy by overloading them. The facilities for effecting heavy insurance, arising out of reckless competition between the underwriters, have encouraged the perpetration of a new form of crime—for so it must be classified, from a moral stand-point. A merchant, for example, has some old vessel which is unfit for another voyage, and if he keeps her unemployed she must rot on his hands. To avoid this he has overhauled, and patched and painted up. He then loads her heavily, insures her for the value of a new vessel, and sends her to sea in the hope and expectation that she will founder there. Now in this process one of the steps is necessarily the shipping of a crew, and since the chances are that in the event of the vessel founders at sea this crew will be drowned, it has been maintained by Mr. Plimsoll and others, that such underwriters taking involve constructive murder. It was to prevent the commission of such crimes, and to amend the law which at present provides that sailors who refuse to go to sea in a floating coffin shall go to jail, that Mr. Plimsoll introduced his bill. He is a very earnest, energetic man, and in the course of his detailed researches into the hideous business which he has exposed single-handed, it happened that he was guilty of making some exaggerations and inaccurate statements. These slips were seized upon by the ship-owners and their friends, and it was at once said that Plimsoll was a crazy, hot-headed, hotheaded, and unbalanced individual, who could not be relied upon. This did him great harm, but nevertheless he made plain the fact that enormous abuses had been perpetrated, and he compelled the House to appoint a Royal Commission. The evidence adduced before that Commission was so strongly corroborative of Mr. Plimsoll's assertions that public opinion rendered the introduction of a new measure covering the main points unavoidable.

The scene in the House of Commons, when, completed will be held before the Cortes for approval. It provides for two branches of the Legislative Assembly—the Senate to consist of 300 members, while the lower house or Chamber of Deputies, will consist of a larger number of representatives chosen, one for every 8,000 inhabitants in the Kingdom. The King has the right to dissolve the Chamber of Deputies and the elective portion of the Senate simultaneously or separately, but must convok new chambers within three months. He will appoint the President and Vice President of the Senate, and has the right to veto bills. Any person arrested must be brought before a tribunal or released within seventy-two hours. Either the Cortes or the Government may decree a suspension of constitutional guarantees, but the enactment of a Spanish law is prohibited. Little or no improvement is expected in regard to religion, the press, and popular education, which are the only sure foundations of stable government, as seen in England. The statements of Spain have not yet grasped the secret of successful popular government, and whatever constitution may be adopted, without these guar-

antees, we can look for nothing but periodical revolutions in the government.

"Nothing, (says the *News*,) that has occurred in Spain thus far, however, does anything to lessen the probability that a final settlement of her troubles is still far off. The disease from which she is suffering is the same as that from which France is suffering, though in a much less aggravated form, viz., the absence of institutions, or, in other words, of political habits embodied in laws—for laws which are not the expression of political habits do not form institutions; a fact which the people who think states can be saved by new constitutions constantly forget. Habits, however, are very strong under the influence of time, and of a certain fixity of circumstances. If something exists in a country enough for people to get used to it and food of it, or begin to feel the need of it, it contributes to a greater or less extent to the establishment of a regular government, and contributes more than all the debates of all the conventions that ever met. All our own constitutions, Federal and State, owe their strength and durability, not to any originality or deep thinking on the part of the framers, but to the fact that they simply give legal shape to certain customs and ideas already rooted in the soil. There never would have been, for instance, and would not now be, any virtue or value in the habeas corpus, if a horror of detention without trial, or on an arbitrary warrant, had not first come into the law of the Anglo-Saxons. What has saved France from anarchy during her repeated revolutions, and, one may say, saved her from the fate of Spain, is that her administrative machinery survived the overthrow of the monarchy, and has become a social necessity. The people will not do without the gendarmerie, and the perfect, and a disciplined army, but, having these, can little about the changes of regime in Paris; and the problem over which French politicians have been laboring for the last fifty years, is the establishment of some form of government that will last long enough for the people to become attached to it—that is to say, that will last long enough to become a national custom and to make its overthrow felt as a national calamity."

Mr. Plimsoll, the English Reformer.

Those of our readers who are not familiar with British politics, may need to be informed that Mr. Plimsoll is a member of the House of Commons, who has come into public notoriety as a reformer in connection with the abuses of seamen and the practice of ship-owners in sending unseaworthy vessels to sea. With the masses he seems to have become quite popular, and had no difficulty in securing the enactment of a law passed under the Gladstone administration, tending to correct abuses in the marine service. Finding the abuse still continued, he has sought to secure another enactment under the present administration, of a more stringent nature on the same subject. This bill, the administration opposed and defeated. When the government announced its determination to abandon Mr. Plimsoll's merchant shipping bill, the announcement appears to have driven all but the most ignorant of the public to the verge of frenzy, and he so denounced and impugned those whom he considered responsible, that the House of Commons was horrified, and scarcely knew what to do with him. This is not to be wondered at, for his remarkable protest, which he laid on the speaker's desk, declares: "I charge the Government with willingly and unwittingly playing into the hands of maritime murderers, inside and outside the House, to secure the continuance of the present murderous system. I desire to unmask the villains who sit in this House as fit representatives of the more numerous but not greater villains outside. I demand that the bill be proceeded with. Failing in this, I lay upon the heads of the Premier and his colleagues the blood of all who perish next winter from preventable causes, and denounce against him and them the wrath of God."

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